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MR. JACOB ARONOV: My name is Jacob Aronov. I live on the north side of Chicago. Thank you for holding this hearing. I just found out about it from a phone call yesterday from the previous speaker.

- 1 [Much has been said about safety, about transporting nuclear waste over highways. I would be -- I would feel uncomfortable riding down a highway knowing that there were shipments of nuclear waste coming through.]

I appreciate the comments from the gentleman speaking for the Illinois Department of Nuclear Safety. Illinois would be very vulnerable to the shipments, however, as I said, I have not studied the environmental impact statement. I just got a copy of it right now.

- 2 So my comments are going to be mostly general. [I want to direct my comments mostly to, not to the transportation issue, which has been talked about numerous times before, but to the issue of Yucca Flats itself. Is this a responsible place for -- is this a responsible place to ship nuclear waste? I would wonder what environment impact statement says concerning water safety, leakage of radioactive waste into the water table.]

- 3 [I wonder what the environmental impact statement says to the issue of, of safety in the depository itself.] And I want to make reference to a little known -- well, I should say, this whole, this whole process was done once before as an experiment which failed miserably. It was disaster. I make reference here to a book entitled, "Disaster in the Urals," by a Soviet physicist by the name of Zoris Medkedev. Medkedev was exiled from his homeland for publishing the book. Khrushchev wanted to cover up the accident.

Essentially what happened was this, it was around 1958, somewhere in that period, the Soviet government had about 36 tons of radioactive waste which they didn't know what to do with, mostly from military sources. So they found an isolated area in the Ural Mountains, dug long shallow trenches in the mountains, dumped the waste in the trenches, covered the trenches up with dirt, and packed it in, packed it real tight into the ground. About three days later the whole thing went critical, and there was a huge explosion which killed about a thousand people.

- 3 (cont'd.) This is documented in a book called "Disaster in the Urals, which is probably out of print by now, but -- I'm not sure if it's in print or not. I take that back. But I think that, as I said, this has been an experiment which has been tried before. [I would wonder what the environmental impact statement says on the issue of criticality, and how are you going to monitor the site for criticality in the event that, and how are you going to deal with criticality if the issue arises?

Can this create an explosion? And can this create a disastrous situation of radioactive leaks into the environment?]

- 4 [The last issue I want to address is that of liability if there were an accident, either on the road in the shipping process, or if there were an accident at the site itself, who would be held liable for it? Would the nuclear industry be held liable for it? Would the cleanup costs have to come from the taxpayers? How would that work? I think that needs to be addressed in the environmental

impact statement before the decisions are made.

And, again, thank you for this hearing. Thank you for the opportunity.